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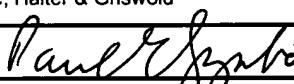
Total Number of Pages in This Submission

3

Application Number	10/784,717
Filing Date	February 23, 2004
First Named Inventor	Mark A. Bennett
Art Unit	3683
Examiner Name	Christopher P. Schwartz
Attorney Docket Number	28679-04780

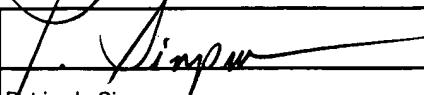
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Firm Name	Calfee, Halter & Griswold		
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Printed name	Paul E. Szabo		
Date	March 20, 2007	Reg. No.	30,429

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PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re application of: Mark Bennett et al.

) Examiner: Christopher P. Schwartz

Serial No.: 10/784,717

) Art Unit: 3746

Filed: February 23, 2004

) Confirmation No.: 1435

For: ELECTRO-PNEUMATIC
LATCHING VALVE SYSTEM

) Attorney Docket No.: 28679/04780

)

Mail Stop Amendment
Commissioner for Patents
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RESPONSE

Dear Sir:

Applicant elects for prosecution Species A, Figure 3. Applicant elects claims 11-30. Of these, claims 11 and 15-30 read on the elected Species.

Applicant respectfully traverses the requirement for an election between Species A and Species B. Applicant believes that these should be examined together. They relate to similar subject matter, differing primarily in whether there is a trailer involved or just a straight truck.

Specifically, in the application, it is noted that an electrically controlled park control system has been desired for 30 years but has never been implemented. One reason is that such a system must be fail safe, in the sense that, if the electricity goes out, the system will set the parking brakes (or allow them to be set) only (a) in the event of a subsequent supply pressure failure and not (b) right away in the event of electrical failure.

(The two failures modes (loss of electricity, loss of supply pressure) can happen separately, or together.)

If the electricity is lost, the valve remains in the current state - whether null (parked) or delivering (rolling). The idea is that, even though the valve is electrically controlled, electrical power is not needed to hold the vehicle still, nor to hold the brakes off for rolling mode.

The application discusses the use of one such valve for a straight truck, and two for a tractor-trailer. Thus, the two species can easily be examined together. Therefore, applicant respectfully traverses the requirement for an election between Species A and Species B.

Respectfully submitted,

Date: March 20, 2007



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